

AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
April 29-30, 2002
HISTORY RECORD

FAA Control # 02-01-237

Subject: Intermediate Fix (IF) Charting

Background/Discussion: ALPA submits that the Intermediate Fix (IF) should be identified and charted on all United States SIAPs that have an IF. This will serve to bring the FAA more into line with what many ICAO states do. Further, it provides notice to the properly informed and trained pilot where transition occurs from the terminal to final approach phase of flight. This would serve, for example, to notify pilots using LNAV to transition onto an ILS SIAP, that the actual localizer signal must be used as primary lateral navigation source not later than the IF. Also, the "direct-to-the-IF" issue, passed last year by ATPAC, but seemingly and **inexplicably** bogged down in AFS, must nonetheless be finalized and implemented by AFS in accordance with the agreement made by the FAA at ATPAC last year.

Recommendation: That Intermediate Fixes (where part of the procedure) be charted on all FAA SIAPs. Further, that AFS finalize the resolution and implementation of the direct-to-the-IF matter. Related to this, the maximum use of Terminal Arrival Areas ("TAAs") in all RNAV SIAP, and in all airspace, would serve to compliment this issue.

Comments: This recommendation affects IACC charting specifications.

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INITIAL DISCUSSION (Meeting 02-01): New issue presented by Wally Roberts, ALPA recommending that the Intermediate Fix on SIAPs be identified by placing "(IF)" on the plan view of charts at the fix as is currently done at the FAF and IAF. ALPA believes that this would bring US charts into agreement with many ICAO member charts and provide pilots an easily identified method of knowing where transition from the terminal to final approach phase of flight occurs. Jim Terpstra, Jeppesen, and the Forum, en toto, expressed support for the recommendation. Norm LeFevre, AFS-420 agreed to accept the issue for action. AFS-420 will prepare a requirements letter for IACC consideration. Order 8260.19 will also require change to provide guidance on 8260-series form completion to identify the IF for charting agencies.

ACTION: AFS-420.

MEETING 02-02: Tom Schneider, AFS-420, briefed that his office supports the recommendation. The Requirements Letter for IACC consideration was not forwarded due to higher priority taskings and staffing constraints within AFS-420. It is planned to have the letter out by the end of November. Change 3 to Order 8260.19 establishes new paragraphs 805j(4) and 851a(2), which provides guidance on 8260-series form completion to identify the IF for charting agencies.

ACTION: AFS-420.

MEETING 03-01: Bill Hammett briefed that Change 3 to Order 8260.19 includes guidance (new paragraphs 805j(4) and 851a(2) for identifying the intermediate fix on procedure forms. Bill briefed that the FAA has gone on record as supporting the charting specification change. John Moore, AVN-503, briefed that the charting portion of the issue (RD-544) is currently in the IACC signature process. There was much discussion on this issue during the Jim Terpstra, Jeppesen, briefing earlier in the meeting (see item 3c). Mike Riley, NIMA, requested additional support for the charting specification change, as there was some question from the military FLIP Coordinating Committee (FCC) regarding the need for it. Jim responded that publishing the IF ensures that database manufacturers code the procedure as designed. It also ensures chart/database harmonization. Steve Bergner, NBAA, stated that IF charting is an excellent tool for pilot controller use in radar vectoring and issuing approach clearances. Jim agreed to provide Mike and the IACC Member Points of Contact (MPOC) further rationale prior to the next FCC meeting. ATA-130 will monitor IACC action and report. **ACTION: Jeppesen and ATA-130.**

MEETING 03-02: John Moore, AVN-503 briefed that the IACC requirement document (RD-544) has been agreed to by the Member Points of Contact (MPOCs); however, there was pushback from the military FLIP Coordinating Committee (FCC). "IF" charting is widely supported as a chart/database harmonization issue; however, the IACC charting specifications cannot be changed without agreement of all three IACC agencies (NIMA, ATA-100 and AVN-500. Jim Terpstra, Jeppesen, provided Mike Riley strong rationale for the RD; however, it did not arrive in time for the FCC meeting. Steve Bergner re-stated that this "IF" charting initiative is an excellent tool for pilot/controller use in radar vectoring and issuing approach clearances. He added that "IF" charting will also aid in the resolution of Issue 02-02-246. Mike Riley, NIMA, agreed to take the issue back to the FCC and provide the additional supporting rationale. There were no comments from the military representatives at the meeting. Valerie Watson, ATA-130 will continue to monitor the status of the RD and keep the ACF updated. **ACTION: NIMA and ATA-130.**

MEETING 04-01: Mike Riley, NGA, briefed that he took the ACF-IPG comments back to the military FLIP Coordinating Committee (FCC) and the IACC Requirements Document (#544) was approved with a military exception. The intermediate fix will be charted as (IF) on FAA charts but not military charts unless requested by the procedure proponent. During discussion, it was asked if this would cause confusion with the "IF" used as the initial fix in RNAV DPs. It was agreed that this should not be a problem as the DP initial fix is used for coding purposes only and not depicted on RNAV departure procedure charts. It was agreed that identifying the intermediate fix on charts will aid in chart/database harmonization efforts and be useful in air traffic control direct-to clearances (see issue 02-02-246). **Issue Closed.**
